

PPI MOTORSPORTS 2000 PRESS KIT

Telefónica



Oriol Servià: Driver
#96 Telefónica Toyota-Reynard

TOYOTA
motor
sports



2000 FedEx Championship Series Race Schedule

Date	Race, Venue, and Location	Network/Time (Eastern Time)	
March 26	Marlboro GP of Miami, Miami-Dade Homestead Motorsports Complex, Homestead, FL USA	ESPN	4:30-7:00 p.m.
April 9	Bosch Spark Plug Grand Prix, Nazareth Speedway, Nazareth, PA USA	ABC	1:00-3:00 p.m.
April 16	Toyota Grand Prix of Long Beach, Streets of Long Beach, CA USA	ESPN	5:00-7:00 p.m.
April 30	Telemar Rio 200, Fittipaldi Speedway, Rio de Janeiro, Brazil	ESPN	12:30-2:30 p.m.
May 13	(Sat.) Firestone Firehawk 500, Twin Ring Motegi, Motegi, Japan	ABC	1:00-3:00 p.m.
June 4	The Milwaukee Mile 225, West Allis, WI USA	ABC	4:00-6:00 p.m.
June 18	Tenneco Automotive Grand Prix of Detroit, The Raceway at Belle Isle, Detroit, MI USA	ESPN	1:00-3:30 p.m.
June 25	Budweiser/G.I. Joe's 200, Portland Int'l Raceway, Portland, OR USA	ESPN2	7:00-9:30 p.m.
July 2	Medic Drug Grand Prix of Cleveland, Burke Lakefront Airport, Cleveland, OH USA	ABC	1:00-3:00 p.m.
July 16	Molson Indy Toronto, Canadian National Exhibition Place, Toronto, Ontario, Canada	ESPN	12:30-3:00 p.m.
July 23	Michigan 500 Presented by Toyota, Michigan Speedway, Brooklyn, MI USA	ABC	1:30-5:00 p.m.
July 30	Target Grand Prix of Chicago, Chicago Motor Speedway, Cicero, IL USA	ABC	4:00-6:00 p.m.
Aug. 13	Miller Lite 200, Mid-Ohio Sports Car Course, Lexington, OH USA	ABC	4:00-6:00 p.m.
Aug. 20	Road America 220, Road America, Elkhart Lake, WI USA	ABC	4:00-6:00 p.m.
Sept. 3	Molson Indy Vancouver, Concord Pacific Place, Vancouver, British Columbia, Canada	ABC	4:00-6:00 p.m.
Sept. 10	Honda Grand Prix of Monterey, Laguna Seca Raceway, Monterey, CA USA	ESPN	3:00-5:00 p.m.
Sept. 17	Motorola 300, Gateway International Raceway, Madison, IL USA	ESPN	1:00-3:00 p.m.
Oct. 1	Texaco/Havoline Grand Prix of Houston, Streets of Houston, TX USA	ABC	4:00-6:00 p.m.
Oct. 15	Honda Indy 300, Streets of Surfers Paradise, Queensland, Australia	ESPN	TBD
Oct. 29	Marlboro 500 Presented by Toyota, California Speedway, Fontana, CA USA	ESPN	2:30-6:30 p.m.

Media Contact:

Amy Riley

Manager, Corporate Communications

949-589-0278, Ext. 2149

Fax: 949-589-2497

ariley@ppi-racing.com

PPI Motorsports

30212 Tomas

Rancho Santa Margarita

CA 92688-2122

www.ppi-racing.com

Design: Vigilanti Motorsport Marketing & Design



Oriol
SERVIAÀ

Oriol Servià

**#96 Telefónica Toyota-Reynard
2000 FedEx Championship Series**



Biographical Information

Full Name: Oriol Servià
Nickname: Uri
Birthdate: July 13, 1974
Residence: Miami, Florida
Birthplace: Pals, Catalonia, Spain
Height: 5'6"
Weight: 151 lbs.

Career Experience

Dayton Indy Lights Championship, Elf Campus, French Formula 3, British Formula 3, Macao F3 World Championship, Renault Elf Spider Series, International Karting

Championships

Indy Lights Championship (1999)

Notable Placements/Honors

Top Graduate, Elf Camps (1995)
French Formula 3 Championship (fourth, 1996)
Macao Formula 3 World Championship (sixth, 1997)



Oriol Servià

**#96 Telefónica Toyota-Reynard
2000 FedEx Championship Series**

Oriol Servià has been winning races since before he was born. Servià's mother, Montse, served for years as navigator for Servià's father Salvador, a two-time Spanish Rally champion. Montse was pregnant with Oriol (as she discovered later) while navigating her husband to one of his many Rally race wins, making it the first step for Oriol toward his own successful career in racing.

Servià did not jump into the driver's seat right away, however. He competed on water skis until he was 13, at which time he made the switch to karting and competed for eight years. He was selected to join the Elf Campus driver development program in Europe in 1992, where he competed in international Formula 3 events with a best showing of fourth in points on the French Formula 3 circuit. Ultimately, Servià's success at the Elf Campus made him the top graduate of the program and landed him a test in an Indy Lights machine.

After an impressive test performance, Servià was hired for a full time Dayton Indy Lights Championship ride with Dorricott Racing in 1998. He recorded a fourth-place finish in his series and oval-track debut at Homestead, going on to earn a total of six top-ten finishes and place seventh overall in the championship points chase. The following season with Dorricott, Servià earned a season-high three pole positions and seven consecutive top-five finishes (five of which were seconds) on his way to claiming the series championship title.

Servià is a recent graduate of the Universitat Politècnica de Catalunya, where he earned a degree in mechanical engineering. An avid motocross rider, Servià received his first off-road motorcycle from his father when he was just two-and-a-half years old.

Oriol Up Close and Personal

Nickname: Uri.

What is your greatest racing memory? Achieving the Indy Lights Championship.

What is your favorite racetrack? Montmelo (Barcelona).

Do you prefer road courses, street circuits or ovals? CART has the perfect mix. All of them are exciting in different ways.

What is your #1 goal for the new season? To get the maximum advantage of the almost 900hp in my Toyota.

Who is your racing hero? Salvador Servià (my father).

What was it like growing up with a father who's a racing champion? Growing up smelling gasoline.

What is your first race track (race) memory? In 1980, being by the side of the road in the Rally of Catalunya.

What is the first thing you do when you return to Spain? Ride my dirt bike.

What was your favorite subject in school? You can bet it was not English...

Do you think your mechanical engineering degree helps you with the car technically? I am a much better driver than engineer.

What was your most difficult engineering course? Buildings. I wanted to learn about the new Reynard, not how to build the CN Tower.

What is a talent you wish you had? Usually drawings don't come up on paper as I had imagined in my head.

If you could meet one person who would it be? A chat with Ayrton Senna would have been something magic.

Who is your favorite musical artist? The Cranberries.

What do you admire most in others? Honesty.

Oriol Servià – Career Records

1999 Competition Record*

Dayton Indy Lights Championship

*1999 Indy Lights Champion

<i>EVENT</i>	<i>START</i>	<i>FINISH</i>	<i>STATUS</i>
Miami	8	6	Running
Long Beach	9	12	Contact
Nazareth	1	2	Running
Milwaukee	3	5	Running
Portland	1	2	Running
Cleveland	2	2	Running
Toronto	4	2	Running
Michigan	3	5	Running
Detroit	1	2	Running
Chicago	4	4	Running
Laguna Seca	11	7	Running
Fontana**	2	14	Running

***Clinched the 1999 Indy Lights Championship title.*

1999 Season Quick Facts:

Three pole positions

Five podium finishes

Eight consecutive top-five finishes (five seconds)

Five front-row starts

Nine top-five starts

1998 Competition Record

PPG-Dayton Indy Lights Championship

Rookie Season

<i>EVENT</i>	<i>START</i>	<i>FINISH</i>	<i>STATUS</i>
Miami	6	4	Running
Long Beach	16	19	Running
Nazareth	2	2	Running
St. Louis	17	16	Running
Milwaukee	3	14	Running
Detroit	10	6	Running
Portland	4	21	Contact
Cleveland	2	6	Running
Toronto	8	10	Running
Michigan	13	5	Running
Trois-Rivieres	2	2	Running
Vancouver	11	19	Running
Laguna Seca	3	2	Running
Fontana	11	25	Contact

1998 Season Quick Facts:

Three podium finishes (seconds)

Three front-row starts

Five top-five finishes

Six top-five starts



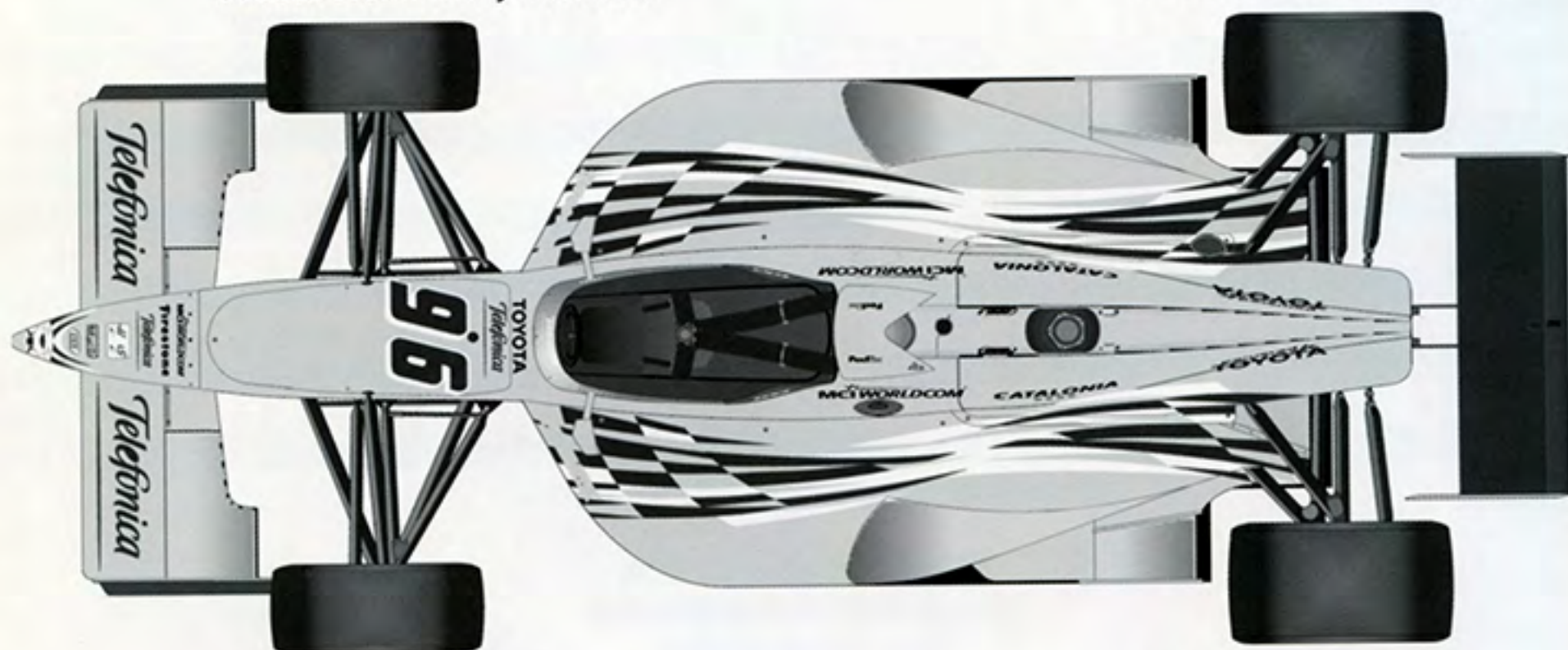
Telefónica Champ Car Pit Stop Assignments

Driver: Oriol Servia
Car: #96 Telefónica Toyota-Reynard

OVER THE WALL CREW

Outside Front: Bobby Golasinski

Outside Rear: Kevin Duncan



Inside Front: Glen Botha

Inside Rear: Pat Hawley

Vent & Airjack: Darren Arns
Fueler: Todd Phillips

BEHIND THE PIT WALL

Pit Strategy/Driver Communications: John Dick
Race Engineer: John Dick
Fuel Engineer & Telemetry: Pete Hansel
Electronics: Andy McNiven
Crew Chief: Bobby Golasinski

Telefónica Champ Car Specifications

ENGINE

Type:	Toyota
Engine Mgmt:	Denso Fuel
Displacement:	1.65 liters/161.7 cubic inches
Engine Block:	Aluminum alloy, V8
Valve Train:	DOHC, four valves per cylinder
Crankshaft:	Forged steel alloy
Piston:	Forged aluminum alloy
Connecting Rods:	Forged steel alloy
Trans/Gearbox:	Xtrac, six-speed
Ignition:	Denso CDI system

CHASSIS

Type:	2000 Reynard, made in England
Body Construction:	Carbon fiber/honeycomb
Suspension:	Double wishbone with Eibach Springs
Sway Bars:	Front/rear, driver adjustable
Weight:	1,550 pounds
Length Overall:	185 inches
Width Cockpit:	18 inches
Height:	32 inches
Wheelbase:	116 inches
Weight Distribution:	40/60
Fuel Capacity:	35 U.S. gallons
Steering Type:	Rack and pinion

GENERAL

Tools:	Snap-On
Brakes:	Brembo ventilated steel discs with eight piston calipers
Tires:	Firestone Firehawk Racing Radials
Wheels:	BBS forged magnesium
Mirrors:	Multivex Racing Mirrors with multiple angle convex lens
Fuel:	Methanol
Paint:	PPG Industries



Telefónica

Primary Sponsor – Telefónica

Telefónica, S.A. is the largest supplier of telecommunications services in the Spanish- and Portuguese-speaking world. Through affiliate companies in Latin America, Europe and the United States, the Telefónica Group services a potential market of more than 550 million customers in 16 countries. As of September 30, 1999, the Telefónica Group had 125,433 employees worldwide.

With 2.906 trillion pesetas (\$20.377 billion, 17.465 billion euros) in 1998 revenues, Telefónica is one of the world's leading telecommunications operators, as well as Spain's largest company in terms of profits, assets, market capitalization and employment. As of September 1999, the companies in the Telefónica Group had a total of 58.3 million customers in Spain and abroad. The group manages 39.06 million fixed telephone lines, 16.9 million cellular clients and 2.4 million pay TV customers. Telefónica now manages more fixed and cellular lines abroad than it does in Spain.

Telefónica's operations are carried out by seven affiliates which correspond to the Group's principal business lines: Telefónica de España, Telefónica Móviles, Telefónica Internacional, Telefónica InterContinental, Telefónica Data, Terra Networks and Telefónica Media. This organizational model is aimed at improving customer service and providing a better reflection of each unit's performance. It also underscores Telefónica's commitment to areas of future growth, such as the Internet, data transmission and new media.

www.telefonica.com

CATALONIA

Associate Sponsor – Catalonia

Catalonia is Oriol Servià's native region in Spain, one that enjoys its own special traditions and customs. The Catalonia symbol on Servià's car represents a consortium of business interests and associates in Catalonia who have supported Servià's career since he began racing professionally.

www.gencat.es



Key Partners

Toyota Motorsports



While best known for its production vehicles, including the Toyota Camry – America's #1 selling car for the past three years – Toyota also boasts a great racing heritage in the United States. Currently in its fifth season of Champ Car racing, Toyota has been a part of the American racing scene since 1982. The manufacturer has earned numerous championships in off-road racing with PPI Motorsports, as well as registering six IMSA titles and five overall victories in the Pikes Peak International Hill Climb. Toyota also is a sponsor of eight Champ Car events, including the title sponsorship at the Toyota Grand Prix of Long Beach, as well as providing engine and sponsorship support to the Toyota Atlantic Championship.

www.toyotamotorsports.com

Toyota Racing Development, U.S.A. (TRD)



A subsidiary of Toyota Motor Sales, U.S.A., TRD U.S.A. serves in a dual capacity as the North American racing arm for design, development and assembly of Toyota's factory racing engines, and as the source of high-performance aftermarket products for Toyota vehicles – for both street performance and grassroots racing. From the race-track to the aftermarket product segment, TRD U.S.A., Inc. plays a key role in providing Toyota with an enhanced performance image.

www.trdusa.com

Additional Sponsors and Suppliers

**Firestone Tires
Snap-On Tools
Lincoln Electric
PPG Industries
Eibach Springs
SafariLand**

**Haas CNC
Denso Sales California, Inc.
Safety Kleen Corporation
MOMO Corse Products
Earl's Performance Products
Mechanix Wear**



PPI Motorsports
TEAM
INFORMATION



PPI Motorsports

PPI Motorsports Stories to Watch 2000 CART Season



CHAMPIONS ON THE LADDER SYSTEM: In two consecutive years, PPI Motorsports has launched the Champ Car careers of reigning Indy Lights champions. Cristiano da Matta joined the team after a two-year Indy Lights career that included seven wins, four poles, 1997 Rookie of the Year honors and the championship title in 1998. Oriol Servià competes in his rookie CART season this year after winning the Indy Lights title in 1999. This season also marks the stepping-up of 1999 U.S. Formula Ford 2000 champion Dan Wheldon to the PPIM Atlantic team.

IN DEVELOPMENT: The PPI Motorsports Atlantic team has been the foundation for CART's two notable development programs: the African American Driver Development Program and the Women's Driver Development Program. Under the guidance of PPIM's championship-winning Atlantic project manager Nick Harvey and project engineer Kyle Brannan, candidates for both programs tested in PPIM Atlantic cars and received a detailed evaluation of their driving and analytical skills for use in furthering their motorsports careers.

PPI Motorsports has also participated in annual Champ Car tests for Atlantic champions (Lee Bentham in late 1998) and Atlantic tests for U.S. Formula Ford 2000 champions (Dan Wheldon in late 1999) as part of the sport's overall effort to promote its development series champions.

MOST DIVERSE TEAM IN MOTORSPORTS – 100 RACES FOR THE NEW MILLENNIUM: This year, PPI Motorsports is scheduled to compete in 100 races encompassing six different series with five teams and eight drivers. This multi-disciplinary approach reaches across several of North America's premier racing series – CART, Atlantic, NASCAR Winston Cup, NASCAR Busch, SCORE Off-Road and Best in the Desert Off-Road – making PPI Motorsports one of the most diverse teams in the sport today.

LEGACIES IN THE RACING FRATERNITY: Cristiano da Matta and Oriol Servià are genetically predisposed to racing: their fathers, Antonio da Matta and Salvador Servià, both raced competitively and earned championships in their native countries. Cristiano's father, Antonio, earned 14 Brazilian Touring Car championships through a long career that made da Matta a household name in Brazil. Oriol's father, Salvador, is a two-time Spanish Rally champion, and he and his brother still compete in World Rally events.

MUSIC NOTES: Cristiano da Matta is an avid guitar player and spends most of his free time practicing his craft. He travels with a guitar to almost every race, and at home he keeps two of the music industry's elite instruments – a Gibson Les Paul and a Fender Stratocaster, the latter of which was painted to resemble his racing helmet and presented to him by the PPI Motorsports team in 1999 to commemorate his rookie Champ Car season.

NIGHT CLASSES: Oriol Servià managed to earn a degree in mechanical engineering while simultaneously pursuing a professional racing career in Europe. In addition to his achievements on the track with the Elf Campus racing program, Servià attended college in Spain and was awarded the equivalent of a bachelor's degree in mechanical engineering from the Universitat Politècnica de Catalunya in 1998.



PPI Motorsports Timeline

1979

Cal Wells III founds Precision Preparation, Inc. (PPI), an off-road racing company and team that evolved into PPI Motorsports (PPIM) in 1999. PPIM has won 26 championship titles to date, including 11 off-road manufacturers' championships in 12 years and its first open-wheel title in 1999 (Atlantic).

1982

PPIM's storied partnership with Toyota begins when Toyota approaches PPIM to build and campaign a pair of short-course race trucks.

1984

Toyota and PPIM expand into desert competition.

1990

PPIM forms Precision Service Racing Group (PSRG), which manages Yokohama Tire Corporation motorsports programs throughout North America.

1995

PPIM partners with veteran CART team owner Frank Arciero, Sr., to form the Arciero-Wells CART team. The team runs a limited season with one car, which included a Ford-powered entry in the Indianapolis 500, as part of the new Toyota engine program. The team finishes tenth at Indianapolis.

1996

PPIM completes its first year of full-time CART competition under the Arciero-Wells banner with one race entry. The team loses cherished driver Jeff Krosnoff in a race accident at the Toronto street circuit. The Jeff Krosnoff Scholarship Foundation is established in his memory.

1997

PPIM fields two entries in its third year of CART competition and debuts its Toyota Atlantic team.

1998

PPIM progresses through its fourth year of CART competition. Driver Max Papis earns the provisional pole in Detroit (a first for the program) and a best-ever finish of fifth on the street circuit in Houston. PPIM continues its Atlantic program and in off-road competition claims the "Baja Sweep" – winning both the Baja 500 and Baja 1000 in the same season with driver Ivan "Ironman" Stewart.

1999

PPIM clinches its first open-wheel championship at the hands of Anthony Lazzaro in the KOOL/Toyota Atlantic Championship. At the close of PPIM's fifth CART season, driver Scott Pruett earns the first pole in the history of the Toyota/PPIM program in Fontana. Earlier in the season, rookie Cristiano da Matta posts Toyota's best-ever finish of fourth on the Nazareth oval. In off-road, the "Ironman" claims PPIM's 11th Baja 500 win.

2000

PPIM branches into NASCAR competition with the formation of the Tide Winston Cup and McDonald's Busch teams at facilities in Hickory, N.C. The Arciero-Wells CART partnership ends, bringing all the teams under the PPI Motorsports banner. PPI Motorsports is set to run 100 events in six series with five race teams and eight drivers – making PPI Motorsports one of the most diversified teams in the sport.

PPI Motorsports 1999 CART Season Highlights

In 1999, PPI Motorsports broke or equaled every Toyota Champ Car record and earned 60 overall points toward the championship chase to become the most successful Toyota Champ Car team to date. Series rookie Cristiano da Matta started in the top ten five times, ran in the top ten (as high as second at Michigan) in thirteen races, and finished in the top ten three times. Ten-year CART veteran Scott Pruett qualified in the top ten four times (including a pole at Fontana), ran in the top ten (as high as first in Japan) thirteen times, and finished in the top ten six times.

March

Rookie Cristiano da Matta qualifies sixth in his first Champ Car race at the Miami-Dade Homestead Motorsports Complex. The starting spot was a then-record for the Toyota CART engine program.

May

Just three races later, da Matta earns Toyota's best-ever finish with his fourth-place effort at Nazareth. In spite of a highly competitive year, this record stood to become the benchmark for the 2000 season. Teammate Scott Pruett finishes tenth, marking the first time both PPIM drivers notched top ten finishes in the same event.

June

Da Matta qualifies seventh at the Milwaukee Mile, his second top-ten starting spot of the season.

July

Pruett's season takes a dramatic turn in Toronto, with a seventh-place finish that begins a streak of top ten performances.

July

Pruett, a past Michigan race winner, qualifies fifth at the superspeedway and establishes a new qualifying benchmark for Toyota-powered teams. Pruett ran as high as second in the race until an accident sidelined him in 14th position. Teammate da Matta also ran as high as second at Michigan, his first superspeedway race as a CART rookie, before succumbing to an electrical failure.

August

On the tight Detroit street circuit, Pruett climbs nine positions to finish eighth from 17th and earns his third top-ten finish of the season.

September

Da Matta ties the best-ever road course finish for PPIM and Toyota with a fifth in Vancouver. Starting 17th, da Matta gains 12 positions in the rain-soaked event to place himself at the top of the charts for the best oval, road course and overall finishes in PPIM and Toyota Champ Car history.

October

Breaking his qualifying record set in July at Michigan, Pruett starts third on the Australia street circuit. Pruett runs in second position for the first leg of the race, eventually finishing ninth in his sixth top-ten effort of the season.

October

Scott Pruett earns his second consecutive pole at California Speedway by clocking a lap at 31.030 seconds/235.398 miles per hour. This effort, with a time that bettered the lap he posted to earn the pole at Fontana in 1998, marks the first pole position in history for a Toyota-powered Champ Car team.

PPI Motorsports CART Racing History & Highlights

Year	Driver	Starts	Highlights
1999	Cristiano da Matta	20 starts	Best finish of fourth at Nazareth, a Toyota record Tied best street-circuit finish with fifth at Vancouver
	Scott Pruett	20 starts	Earned first Toyota pole in history at Fontana Earned record three top-five starts for Toyota program Best finish of seventh at Toronto and Laguna Seca
1998	Max Papis	19 starts	Best finish of fifth at Houston, a Toyota street-circuit record Earned provisional pole at Detroit Won the STP Most Improved Driver award
	Robby Gordon	15 starts	Best finishes of seventh at Nazareth and ninth at Fontana
	Hiro Matsushita	4 starts	Best finish of 15th at Rio
1997	Max Papis	17 starts	Best finish of eighth at Michigan Won the PPG Best Use of Color and Design Award for the #25 MCI Toyota-Reynard
	Hiro Matsushita	17 starts	Best finish of ninth at Michigan
1996	Jeff Krosnoff	11 starts	Best finish of 15th at Detroit
	Max Papis	3 starts	Best finish of ninth at Road America
1995	Hiro Matsushita	16 starts	Competed in the Indianapolis 500 with a Ford-powered entry; finished tenth

TEAM TOTALS:

Five seasons
Six drivers
142 race starts
One pole

PPI Motorsports Atlantic Racing History & Highlights

Year	Driver	Starts	Highlights
1999	Anthony Lazzaro	12 starts	Won 1999 Championship title
			Four wins (Nazareth, St. Louis, Trois-Rivieres, Laguna Seca)
			Five pole positions
			(Nazareth, St. Louis, Milwaukee, Trois-Rivieres, Laguna Seca)
	Andrew Bordin	12 starts	Nine podiums
			Won third in championship chase
			Two wins (Road America, Houston)
			One pole position (Chicago)
1998	Anthony Lazzaro	12 starts	Five podiums
			Three wins (Road America, Laguna Seca, Houston)
			Two poles (St. Louis, Road America)
	Masaoki Nagashima	8 starts	Best finish of eighth at Cleveland and Mid-Ohio
1997	Jeff Shafer	4 starts	One pole (Vancouver)
			Best finish of fourth at Road America
	Jeret Schroeder	12 starts	Best finish of third at Mid-Ohio
	Chris Smith	7 starts	Best finish of seventh at Trois-Rivieres
	Leo Parente	5 starts	Best finish of eighth at Milwaukee

TEAM TOTALS:

Three years
Seven drivers
72 race starts
One championship title (Lazzaro, 1999)
Nine wins
Nine poles

PPI Motorsports Fast Facts

Established: 1979
Founder: Cal Wells III
Headquarters: Rancho Santa Margarita, California
Employees: 200

Primary Interests:

PPIM Toyota Off-Road Team

Campaigns a Toyota Tundra V8-powered Trophy Truck in select desert races with drivers Ivan "Ironman" Stewart and Larry Roeseler.

PPI Motorsports CART Team

Fields two Champ Cars in the FedEx Championship Series for drivers Cristiano da Matta (#97 Pioneer Electronics/MCI WorldCom Toyota-Reynard) and Oriol Servià (#96 Telefónica Toyota-Reynard). Earned best-ever finish of fourth for the Toyota engine program and also owns program records for best oval and road course qualifying efforts, including Toyota's first pole position in 1999.

PPI Motorsports Atlantic Team

After winning the 1999 championship title with driver Anthony Lazzaro, PPIM enters the 2000 season with drivers Andrew Bordin (#1 MCI WorldCom Swift) and Daniel Wheldon (#3 Jayhard Swift).

PPIM Specialties

Manages the Toyota Motorsports Garage which maintains Toyota's show car fleet, including the Toyota pace cars in the CART series; builds and maintains the Toyota Celica pro-celebrity cars for the Long Beach Grand Prix celebrity race; designed and built the Toyota Tundra CART Safety Trucks; manages at-track corporate hospitality programs for major team and series sponsors.

PPI Motorsports South

Based in Hickory, N.C., PPIM South is home to PPIM's two NASCAR teams: the Tide Winston Cup team (driver Scott Pruett) and the McDonald's Busch Series team (driver Anthony Lazzaro).

Precision Service Racing Group (PSRG)

Manages motorsports programs for Yokohama Tire Corporation throughout North America.

Rancho Santa Margarita, California Facility (PPI Motorsports West):

- Expanded to 54,000 square feet (from 19,000) in 1999.
- Base of operations for Off-Road, CART and Atlantic racing programs.
- Facility houses: Carbon Shop, Machine Shop, Fabrication Shop, Road Simulator, Engineering Offices, Full-Service Travel Department, Administrative Offices, Marketing Communications Group, Graphics Department, Conference Facilities and Executive Offices.

Hickory, North Carolina Facility (PPI Motorsports South):

- Base of operations for the PPI Motorsports' NASCAR teams.
- 50,000-square-foot workspace houses both Busch and Cup teams.
- Contains complete fabrication, assembly and administrative facilities.



Cal Wells III

President and Owner, PPI Motorsports

Birthplace: Pomona, Calif.
Marital Status: Married - wife, Sandra
Residence: Rancho Santa Margarita, Calif.
Children: Adam, Alexandra and Sarah

The 2000 racing season, the opening of the 21st century, brings Cal Wells III's 21st year of competition with the company now known as PPI Motorsports. In one year, PPI Motorsports will compete in 100 races in six series with five race teams and eight drivers. The team's expansion – to include CART, Atlantic, NASCAR Winston Cup, NASCAR Busch and Off-Road efforts – has made Wells the most diversified team owner in motorsports today.

Born in Pomona, Calif., in 1955, Calvin (Cal) Wells III grew up with a passion for motorsports. From an early age, Wells learned the ropes through volunteering at off-road shops before building his own off-road truck at the age of 15. Wells raced competitively in his late teens until a passenger car accident sidelined his chances of pursuing a driving career full time.

It was at this point in his life that Wells turned his attention – and devoted his career – to working behind the scenes in motorsports, particularly to building and servicing off-road trucks. In 1979, Wells began servicing off-road teams from his own shop, Precision Preparation Inc. (or PPI) in Westminster, Calif. Four years later, Wells began the partnership of a lifetime with Toyota Motorsports – first fielding a pair of stadium and off-road championship-winning short-course trucks, then expanding into full desert competition with drivers such as Ivan "Ironman" Stewart. In nearly 20 years together, PPIM and Toyota have collected a total of 89 wins and 25 titles in off-road competition.

A decade later, in 1994, Toyota announced the formation of its CART racing program and convinced Wells to become one of its flagship teams. Wells established a Champ Car team with co-owner and CART veteran Frank Arciero, Sr., and competed under the Arciero-Wells banner for five seasons. Although the Arciero-Wells partnership ended in 1999, Wells continues to field a two-car Champ car effort in the CART series under the PPIM Motorsports name.

As a complement to the Champ Car effort, Wells formed the PPIM Atlantic team in 1997 – the two-car program that served up his first open-wheel championship in 1999. The PPIM Atlantic team has also been the foundation for CART's notable African-American and Women's Driver Development Programs.



As if he didn't have his hands full with racing, Wells continued to expand his motorsports interests under the PPIM banner – first with Precision Service Racing Group (PSRG), founded in 1990, which manages Yokohama's North American racing programs; and PPIM Specialties, which performs a variety of functions that include servicing Toyota CART Pace Cars and show cars; designing and building the CART Toyota safety trucks; management of at-track corporate hospitality services for major CART team and series sponsors; and building and servicing the Toyota Celica celebrity race cars used at the Long Beach Grand Prix, among other projects. In 1990, Wells moved his rapidly growing operations to facilities in Rancho Santa Margarita, Calif.

Fast forward to 1999, when Wells was once again presented with the opportunity of a lifetime – the chance to field a car in the NASCAR Busch Series with high-profile partner McDonald's. Wells promoted his championship-winning Atlantic driver, Anthony Lazzaro, to the effort and established a base of operations in Hickory, N.C., for the team. Soon after the team was formed, Wells was again afforded another opportunity for expansion – this time into the NASCAR Winston Cup arena with partner Tide. Once again, Wells promoted from within and assigned CART driver Scott Pruett to driving duties for the team's maiden NASCAR run.

As the 2000 season begins, Wells finds himself still rooted in Off-Road racing with competition in select desert events. His roots have grown deep over the past 20 years, anchoring a flourishing and diverse motorsports platform that comes together under a single banner name: PPI Motorsports.

PPI Motorsports Key Personnel

Mark Johnson

Vice President of Operations and General Manager

Mark Johnson, a member of the PPIM management team since 1996, is the principal coordinator of all PPIM's motorsports programs. He plays an integral role in the direction and management of the PPIM Champ Car, NASCAR, Atlantic and Off-Road teams.

Johnson came to PPIM from Kawasaki Motors Corp., USA, where he worked for 17 years. As a senior manager for the company, Johnson built one of the most dominating motorcycle racing programs, Team Green, in the history of the motorcycle industry. Through his work with Team Green, Johnson helped develop the talents of riding legends Eddie Lawson, Wayne Rainey and Michael Pichon and contributed to 24 championship titles for Kawasaki in MTEG, SCORE and AMA and eight consecutive Baja 1000 wins.

Johnson, a native of Kansas City, Missouri, currently resides in Laguna Niguel, California, with his wife Becky and their children, Jessica and Shea.

Iain Watt

Technical Director and Race Engineer

Now in his third season as race engineer with PPIM, Iain Watt has led drivers Cristiano da Matta and Max Papis to some of the best race weekend performances in team and Toyota history. This year, Watt continues his role as race engineer for da Matta but takes on additional responsibilities as the team's technical director. In this new role, Watt oversees the entire engineering program at PPIM, which includes the team's wind tunnel program and design projects, in addition to working one-on-one with da Matta on race weekends.

Watt previously worked for the Lola racecar manufacturer in England as a design and race engineer for four years. Prior to that, he was a British Touring Car series engineer for the Cranfield Institute in Bedford, England, and also worked for the Leyton House Formula 3000 team in Japan. Before moving to the engineering side of motorsports, however, Watt pursued his passion from behind the

wheel. He raced Formula Fords in England and Scotland prior to obtaining a master's degree in engineering from the Cranfield Institute in 1989.

Watt was born in Inverness, Scotland, and was raised in Edinburgh. He currently resides in Rancho Santa Margarita, California.

John Dick

Race Engineer and Team Manager

John Dick joined PPIM as race engineer for veteran driver Scott Pruett in May 1999. Drawing on his extensive Champ Car experience, Dick spent the first half of the season developing the team's racing program with Pruett – an effort that paid off with a phenomenal second half that included three top-five qualifying efforts, a host of top-ten finishes and Toyota's (and PPIM's) first-ever CART pole position. This season, Dick will guide reigning Indy Lights champ and CART rookie Oriol Servià through his first season behind the wheel of a Champ Car as well as managing the overall direction of PPIM's two-car team.

Dick began his racing career in the early '80s working on successful Trans-Am and IMSA GTP programs before moving to CART in 1987. His engineering career includes a number of accomplishments, such as leading driver Arie Luyendyk to his first Indianapolis 500 win in 1990 and owning his own team, ProFormance Racing, for two years. Dick also ventured into NASCAR for two seasons before rejoining the CART circuit in 1997 with Team Green.

Dick currently resides in Coto de Caza, California, with his wife Joanie.



"Stay Hungry" was the personal credo of the late Jeff Krosnoff (1964 – 1996), who drove a PPIM-prepared Champ Car in the 1996 CART season. He was killed in a race accident on the Toronto street circuit on July 14, 1996. Krosnoff's spirit and enthusiasm for life are guiding inspirations at PPI Motorsports, most visibly with the "Stay Hungry" decals that adorn every race vehicle – from off-road to open-wheel to NASCAR – prepared at PPIM's California and North Carolina facilities. "We carry them on everything we run," says Cal Wells III. "Always will. That thought is so critical to any success we hope to derive. He's a huge part of what we're about."



1997

The PIM Toyota Atlantic Championship team, founded in 1997, fields two entries this season in defense of its 1999 championship title, earned by former PIM Atlantic driver Anthony Lazzaro. Driving the #1 MCI WorldCom Swift is two-year Atlantic veteran Andrew Bordin, who placed third in the 1999 title chase. Atlantic rookie Dan Wheldon, 1999's U.S. Formula Ford 2000 champion, completes the two-car effort in the #3 Jayhard Swift.



2000

This season, PIM makes its maiden voyage into NASCAR competition with two entries: the #32 Tide Ford, driven by former PIM Champ Car driver Scott Pruett in the NASCAR Winston Cup Series; and the #97 McDonald's Ford, driven by former PIM Atlantic driver Anthony Lazzaro in the NASCAR Busch Series. Both teams are operated from PIM facilities in Hickory, N.C.



In addition to racing, PIM's PPI Specialties division designs, builds and prepares show car fleets, CART Toyota Pace Cars, the CART Toyota Tundra Safety Trucks and Toyota Grand Prix of Long Beach pro-celebrity cars. PPI Specialties also manages an in-house show car program and race event hospitality for CART sponsors MCI WorldCom, Pioneer Electronics, Telefónica, Mitel and FedEx. Through its Precision Service Racing Group (PSRG), PIM services motorsports programs for Yokohama Tire Corporation.





PPI Motorsports: ENTERING ITS 21ST SEASON

1979

PPI Motorsports (PPIM), founded by Cal Wells III as Precision Preparation, Inc. (PPI) in 1979, began as a small company specializing in building winning off-road racing trucks. Since its inception, PPIM has won 25 off-road championships (including eleven Baja 500s and two Baja 1000s) with drivers such as legendary Ivan "Ironman" Stewart, current driver of the MCI WorldCom/PPIM Toyota Tundra V-8 Trophy Truck. This season, PPIM competes in two 2000-mile off-road events with co-drivers Stewart and the motorcycle world's off-road racing legend, Larry Roeseler.



1995

In 1995, Wells parlayed his racing experience and successful relationship with Toyota into open-wheel competition in the CART FedEx Championship Series. The team continually set benchmarks through four years of development with the Toyota engine program, ultimately earning the manufacturer's highest finish of fourth and first-ever pole position in its best season to date (1999). The PPI Motorsports Champ Car team currently fields the #97 Pioneer Electronics/MCI WorldCom Toyota-Reynard for returning driver Cristiano da Matta, and the #96 Telefónica Toyota-Reynard for CART rookie Oriol Servià.



PPI MOTORSPORTS 2000 PRESS KIT

Pioneer
MCIWORLD.COM



Cristiano da Matta: Driver
#97 Pioneer Electronics/MCI WorldCom Toyota-Reynard

TOYOTA
motor sports





www.cristiano damatta.com.br

Cristiano
da MATTA

2000 FedEx Championship Series Race Schedule

<i>Date</i>	<i>Race, Venue, and Location</i>	<i>Network/Time (Eastern Time)</i>	
March 26	Marlboro GP of Miami, Miami-Dade Homestead Motorsports Complex, Homestead, FL USA	ESPN	4:30-7:00 p.m.
April 9	Bosch Spark Plug Grand Prix, Nazareth Speedway, Nazareth, PA USA	ABC	1:00-3:00 p.m.
April 16	Toyota Grand Prix of Long Beach, Streets of Long Beach, CA USA	ESPN	5:00-7:00 p.m.
April 30	Telemar Rio 200, Fittipaldi Speedway, Rio de Janeiro, Brazil	ESPN	12:30-2:30 p.m.
May 13	(Sat.) Firestone Firehawk 500, Twin Ring Motegi, Motegi, Japan	ABC	1:00-3:00 p.m.
June 4	The Milwaukee Mile 225, West Allis, WI USA	ABC	4:00-6:00 p.m.
June 18	Tenneco Automotive Grand Prix of Detroit, The Raceway at Belle Isle, Detroit, MI USA	ESPN	1:00-3:30 p.m.
June 25	Budweiser/G.I. Joe's 200, Portland Int'l Raceway, Portland, OR USA	ESPN2	7:00-9:30 p.m.
July 2	Medic Drug Grand Prix of Cleveland, Burke Lakefront Airport, Cleveland, OH USA	ABC	1:00-3:00 p.m.
July 16	Molson Indy Toronto, Canadian National Exhibition Place, Toronto, Ontario, Canada	ESPN	12:30-3:00 p.m.
July 23	Michigan 500 Presented by Toyota, Michigan Speedway, Brooklyn, MI USA	ABC	1:30-5:00 p.m.
July 30	Target Grand Prix of Chicago, Chicago Motor Speedway, Cicero, IL USA	ABC	4:00-6:00 p.m.
Aug. 13	Miller Lite 200, Mid-Ohio Sports Car Course, Lexington, OH USA	ABC	4:00-6:00 p.m.
Aug. 20	Road America 220, Road America, Elkhart Lake, WI USA	ABC	4:00-6:00 p.m.
Sept. 3	Molson Indy Vancouver, Concord Pacific Place, Vancouver, British Columbia, Canada	ABC	4:00-6:00 p.m.
Sept. 10	Honda Grand Prix of Monterey, Laguna Seca Raceway, Monterey, CA USA	ESPN	3:00-5:00 p.m.
Sept. 17	Motorola 300, Gateway International Raceway, Madison, IL USA	ESPN	1:00-3:00 p.m.
Oct. 1	Texaco/Havoline Grand Prix of Houston, Streets of Houston, TX USA	ABC	4:00-6:00 p.m.
Oct. 15	Honda Indy 300, Streets of Surfers Paradise, Queensland, Australia	ESPN	TBD
Oct. 29	Marlboro 500 Presented by Toyota, California Speedway, Fontana, CA USA	ESPN	2:30-6:30 p.m.

Media Contact:

Amy Riley
Manager, Corporate Communications
949-589-0278, Ext. 2149
Fax: 949-589-2497
ariley@ppi-racing.com

PPI Motorsports
30212 Tomas
Rancho Santa Margarita
CA 92688-2122
www.ppi-racing.com
 Design: Vigilanti Motorsport Marketing & Design

Cristiano da Matta

**#97 Pioneer Electronics/MCI WorldCom Toyota-Reynard
2000 FedEx Championship Series**



Biographical Information

Full Name: Cristiano da Matta
Residence: Miami, Fla.
Birthplace: Belo Horizonte, Brazil
Birthdate: September 19, 1973
Height: 5'4"
Weight: 130 lbs.

1999 CART Highlights (rookie season)

Registered Toyota's then-best qualifying effort (sixth) in his CART rookie debut at Miami.
Posted Toyota's best-ever CART finish with a fourth-place showing at Nazareth.
Tied Toyota's best-ever CART street circuit finish with a fifth-place showing at Vancouver.

Career Experience

CART, Indy Lights, European Formula 3000, British Formula Three, Brazilian Formula Three, Brazilian Formula Ford, Sao Paulo State Karting Championship, Brazilian Karting Championship, Minas Gerais State Karting Championship

Championships

Indy Lights Championship (1998)
Brazilian Formula Three (1994)
Brazilian Formula Ford (1993)
Sao Paulo Karting Championship (1992)
Brazilian Karting Championship (1991)
Minas Gerais State Karting Championship (1991, 1990)

Notable Wins/Honors

Indy Lights Champion (1998) and Rookie of the Year (1997).
Earned seven wins, four poles and 13 podium finishes in two years of Indy Lights competition.
All American Race Team member in the At-Large Racing category, American Auto Racing Writers & Broadcasters Association (1998).



Cristiano da Matta

**#97 Pioneer Electronics/MCI WorldCom Toyota-Reynard
2000 FedEx Championship Series**

Cristiano da Matta, in only his second year of CART competition, has quickly made a name for himself among the upper echelon in North America's premier open-wheel circuit. In 1999, da Matta broke or equaled every pre-season record in team and Toyota history and established benchmarks for future competitors – including himself – to break. Da Matta returns to the CART FedEx Championship Series with PPI Motorsports to drive the team's #97 Pioneer Electronics/MCI WorldCom Toyota-Reynard.

A native Brazilian, da Matta began building an impressive resume from the start of his racing career. He debuted in karting at the age of sixteen and over the next three years steadily rose through the Brazilian karting ranks. After winning back-to-back Brazilian Formula Ford and Brazilian Formula Three championships in 1993 and 1994, respectively, da Matta headed to Europe in 1995 to compete in the Formula 3000 series before finally moving to the U.S. – and Indy Lights competition – in 1997.

On the strength of three wins and a pole position, da Matta claimed PPG-Dayton Indy Lights Rookie of the Year honors in 1997. In 1998, his second and last season in Indy Lights, he dominated the competitive developmental series with four wins, three poles and seven podium finishes en route to winning the overall championship. In just two years, da Matta posted seven wins and 12 podium finishes in 26 race starts.

At the end of 1998, PPIM tabbed da Matta to run in the 1999 FedEx Championship Series. Once there, da Matta wasted no time in making his mark. In his rookie Champ Car outing at Homestead, da Matta immediately set a then-Toyota record by qualifying sixth on the 1.5-mile oval. Da Matta then placed fourth at Nazareth, earning the best finish for the team and Toyota – a record that stood for the remainder of the season. Since that time, da Matta has consistently qualified, raced and finished in the top ten of several Champ Car events, helping to raise the overall

bar of Toyota Champ Car performance. Da Matta qualified in the top-ten five times, ran among the top ten 13 times, and posted three top-ten finishes – two top-fives – for the season.

An avid guitar player, da Matta spends his free time enjoying music and playing in a band with friends in Miami. He also enjoys mountain biking and visits his friends and tight-knit family in Brazil as often as his schedule permits.

Cristiano Up Close and Personal

Nickname: Andre the Giant (just kidding).

Who is your racing hero? My dad.

What was it like growing up with a father who is a racing champion? It helped me to see all of the sides of racing, winning, losing, and everything else that racing involves.

What is your first race track memory? Seriously, I don't remember. However, my mom has pictures of me at four months old, at the racetrack.

Do you prefer road courses, street circuits or ovals? Road courses, because it's a driver thing.

What is your favorite racetrack? Road America.

What other sports do you enjoy? Motocross, soccer, mountain and road cycling.

What is the first thing you do when you return to Brazil? Ride my bicycle in the mountains.

What is your favorite song to play on the guitar? "Key to the Highway" by Eric Clapton.

What are your favorite guitars? Gibson Les Paul and Fender Stratocaster.

Who is your favorite musical artist? Eric Clapton.

If you could meet one person, who would it be? Alain Prost.

What is your favorite movie? American Beauty.

What is your favorite book? Shengo em Baker Street.

What do you admire most in others? Honesty.

Cristiano da Matta – 1999 Season Highlights:

- Captured then-best Toyota start of sixth in CART rookie debut at Miami.
- Earned Toyota's best-ever finish with a fourth-place showing at Nazareth.
- Tied team's (and Toyota's) best street circuit finish with a fifth-place showing at Vancouver.
- Posted five top-ten starts, 13 top-ten runs and three top-ten finishes in 20 events.

1999 Competition Record

FedEx Championship Series (CART)*

#25 MCI WorldCom Toyota-Reynard, Arciero-Wells/PPI

Date	Event	Qualifying		S / F	Laps Complete	Best Pos.	Status	Pts. Earned	Total Pts.	Rank
		Time	Speed							
3/21	Miami	25.193	214.631	6 / 14	148 / 150	6	Running	0	0	14
4/10	Japan	26.684	208.979	23 / 25	39 / 201	22	Transmission	0	0	20
4/18	Long Beach	62.139	105.673	16 / 20	75 / 85	15	Contact	0	0	20
5/2	Nazareth	20.303	167.739	17 / 4**	225 / 225	4	Running	12	12	13
5/15	Brazil	39.382	170.393	14 / 21	81 / 108	10	Overheating	0	12	15
5/29	St. Louis	25.399	180.007	12 / 17	185 / 236	4	Engine	0	12	17
6/6	Milwaukee	22.286	166.706	7 / 11	224 / 225	7	Running	2	14	17
6/20	Portland	58.728	120.699	15 / 11	98 / 98	10	Running	2	16	17
6/27	Cleveland	57.964	130.798	13 / 20	37 / 90	5	Susp.	0	16	17
7/11	Elkhart Lake	61.654	143.357	11 / 21	19 / 55	13	Transmission	0	16	17
7/18	Toronto	58.496	108.007	13 / 25	29 / 95	11	Contact	0	16	18
7/25	Michigan	31.615	227.740	10 / 17	126 / 250	2	Electrical	0	16	18
8/8	Detroit	74.753	112.980	14 / 19	65 / 71	12	Contact	0	16	18
8/15	Mid-Ohio	66.645	121.972	14 / 9	83 / 83	9	Running	4	20	17
8/22	Chicago	23.006	161.019	9 / 14	220 / 225	7	Running	0	20	17
9/5	Vancouver	61.976	103.453	17 / 5	74 / 74	5	Running	10	30	17
9/12	Laguna Seca	69.671	115.641	17 / 22	40 / 83	17	Oil Pressure	0	30	17
9/26	Houston	60.237	91.260	17 / 11	99 / 100	6	Running	2	32	18
10/17	Australia	93.399	107.731	10 / 13	63 / 65	7	Transmission	0	32	18
10/31	Fontana	31.435	232.365	16 / 23	32 / 250	12	Engine	0	32	18

*Represents da Matta's rookie season in the CART FedEx Championship Series.

** Marks the best finish in history for a Toyota-powered Champ Car.

Cristiano da Matta - Career Records

1998 Competition Record*

PPG-Dayton Indy Lights Championship

*1998 Indy Lights Champion

Event	Start	Finish	Status
Miami	4	2	Running
Long Beach	2	1	Running
Nazareth	1	1	Running
St. Louis	10	3	Running
Milwaukee	22	10	Running
Detroit	2	2	Running
Portland	2	20	Contact
Cleveland	3	22	Engine
Toronto	6	15	Running
Trois-Rivieres	1	1	Running
Vancouver**	1	1	Running
Laguna Seca	8	22	Suspension
Fontana	6	11	Running

** Clinched the 1998 Indy Lights championship.

1998 Season Quick Facts:

Four wins
Three pole positions
Seven podium finishes
Six front-row starts
Eight top-five starts

1997 Competition Record*

PPG Indy Lights Championship

*1997 Indy Lights Rookie of the Year

Event	Start	Finish	Status
Miami	9	21	Running
Long Beach	3	2	Running
Nazareth	3	1	Running
St. Louis	7	2	Running
Milwaukee	8	4	Running
Detroit	10	26	Contact
Portland	8	5	Running
Savannah	19	21	Contact
Toronto	3	18	Electrical
Trois-Rivieres	8	4	Running
Vancouver	1	1	Running
Laguna Seca	2	1	Running
Fontana*	10	4	Running

*Named 1997 Indy Lights Rookie of the Year.

1997 Season Quick Facts:

Three wins
One pole position
Five podium finishes
Two front-row starts
Five top-five starts



Pioneer Electronics/MCI WorldCom Champ Car Pit Stop Assignments

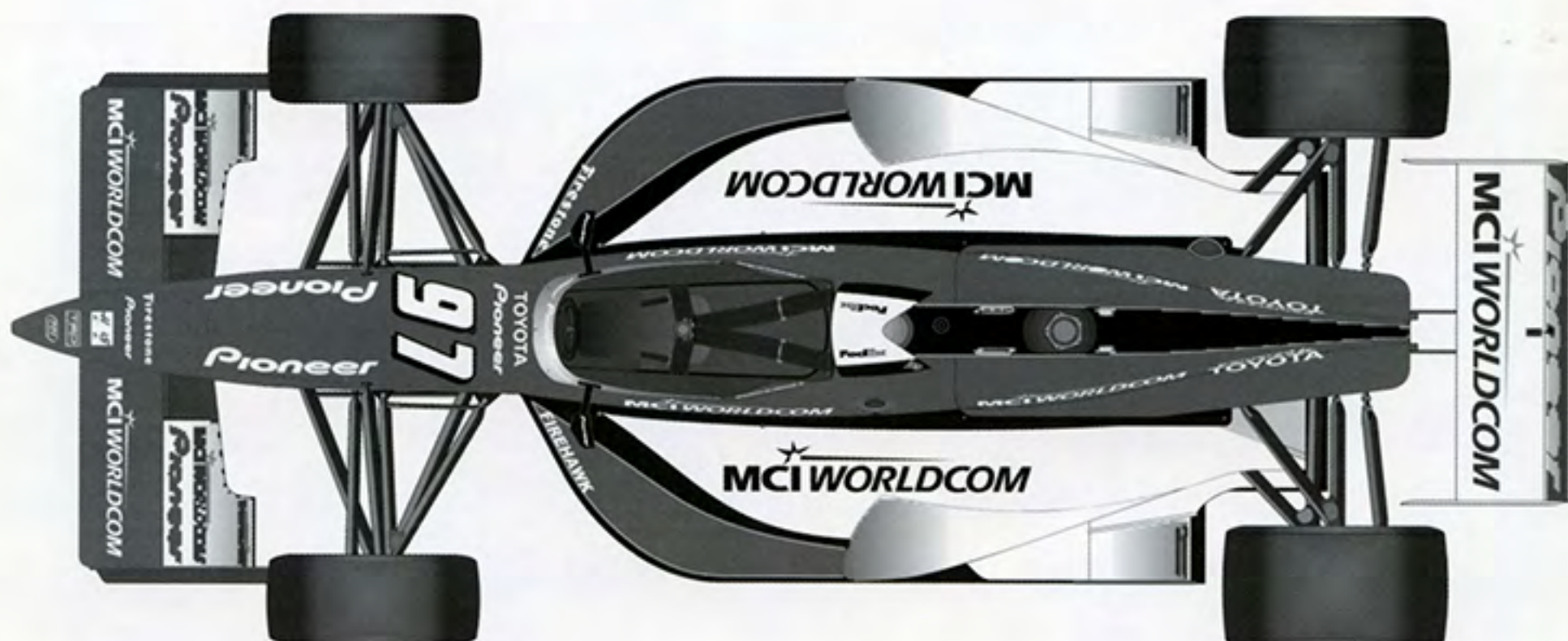
Driver: Cristiano da Matta

Car: #97 Pioneer Electronics/MCI WorldCom Toyota-Reynard

OVER THE WALL CREW

Outside Front: Bharat Naran

Outside Rear: Jim Carbon



Inside Front: Keith Burton

Inside Rear: Steve Ritenour

Vent & Airjack: Chris Moschetto

Fueler: Craig Adams

BEHIND THE PIT WALL

Pit Strategy/Driver Communications: Iain Watt

Race Engineer: Iain Watt

Fuel Engineer & Telemetry: Garrett Mothersead

Electronics: Stuart Kay

Crew Chief: Bharat Naran

Pioneer Electronics/MCI WorldCom Champ Car Specifications

ENGINE

Type:	Toyota
Engine Mgmt:	Denso Fuel
Displacement:	1.65 liters/161.7 cubic inches
Engine Block:	Aluminum alloy, V8
Valve Train:	DOHC, four valves per cylinder
Crankshaft:	Forged steel alloy
Piston:	Forged aluminum alloy
Connecting Rods:	Forged steel alloy
Trans/Gearbox:	Xtrac, six-speed
Ignition:	Denso CDI system

CHASSIS

Type:	2000 Reynard, made in England
Body Construction:	Carbon fiber/honeycomb
Suspension:	Double wishbone with Eibach Springs
Sway Bars:	Front/rear, driver adjustable
Weight:	1,550 pounds
Length Overall:	185 inches
Width Cockpit:	18 inches
Height:	32 inches
Wheelbase:	116 inches
Weight Distribution:	40/60
Fuel Capacity:	35 U.S. gallons
Steering Type:	Rack and pinion

GENERAL

Tools:	Snap-On
Brakes:	Brembo ventilated steel discs with eight piston calipers
Tires:	Firestone Firehawk Racing Radials
Wheels:	BBS forged magnesium
Mirrors:	Multivex Racing Mirrors with multiple angle convex lens
Fuel:	Methanol
Paint:	PPG Industries



*PPI Motorsports Partners
Pioneer Electronics/MCI WorldCom Champ Car Team*

Pioneer

Primary Sponsor – Pioneer Electronics

Pioneer Corporation's origins go back to 1938, when Nozomu Matsumoto established the company to repair radios and speakers in Tokyo. Later, Pioneer was the first to develop and market a stereo that offered a pair of speakers built separate from the amplifier and turntable units, setting the standard for how stereos and speakers are made today.

Today, Pioneer is a world leader in electronic products, respected for its role in such innovations as interactive cable TV (1977), the LaserDisc player (1979), the first Compact Disc player for the car (1985), DVD (1996) and plasma display (1998). The company's strength in optical disc technology and audio, video for the car, home and industrial markets, is complemented by its state-of-the-art software products and manufacturing capabilities.

With more than 20,000 employees and over \$4.2 billion in yearly sales worldwide, Pioneer operates facilities in Japan, Europe, Southeast Asia, the United States, Canada, and Mexico. The trend towards digital convergence is creating new markets and new products, and Pioneer has responded by forming four distinct operating units within the parent company: Home Entertainment Company (HEC), for development of home theater equipment; Mobile Entertainment Company (MEC), for car electronics and mobile communications; Business Systems Company (BSC), for commercial and industrial products; and Display Product Company (DPC), for the further development of advanced display technologies. With this organization, Pioneer has created more flexible entities that can be more responsive to rapidly changing market and customer needs, while maintaining focus on increased customer satisfaction, developing technology leadership and forging strategic alliances.

In addition to its cornerstone home and car audio products, Pioneer has also distinguished itself as an innovator in future technologies at the forefront of the convergence of entertainment and information. In recent years, Pioneer

has invested in core technologies for multimedia in order to create products for new markets: DVD formats, flat panel displays, digital broadcast service and digital cable TV. Pioneer, capitalizing on the company's long-standing history of innovation in laser and optical technology, sets out to be a leader in DVD and display technology. These technologies enrich Pioneer's opportunities in the growing fields of information and communications, while also supporting the company's standing in its traditional markets.

Pioneer was the first Japanese consumer electronics company to be traded on the New York Stock Exchange. The ticker symbol is PIO.

www.pioneerelectronics.com



Associate Sponsors



Major Associate Sponsor – MCI WorldCom

MCI WorldCom Sports Marketing is a group within MCI WorldCom that spearheads the company's sponsorship marketing initiatives. MCI WorldCom's auto racing initiatives include team sponsorships with PPIM in CART, NASCAR, Off-Road truck and Toyota Atlantic series. Additional team sponsorships include Jaguar Racing in Formula One and Kelley Racing in IRL. MCI WorldCom's series sponsorships include CART, IRL, Dayton Indy Lights, Toyota Atlantic Series, USAC and Historic Sporscar Racing.

Operating in more than 65 countries, MCI WorldCom is a premier provider of facilities-based and fully integrated local, long distance, international and Internet services. MCI WorldCom combines financial strength and a depth of resources to pursue the industry's best growth opportunities with an advanced global network built for the data-intensive era of communications. The common shares of MCI WorldCom stock trade on the Nasdaq National Market (U.S.) under the symbol WCOM.

www.mciracing.com



Associate Sponsor – Mitel Semiconductor

Mitel Semiconductor is a leading global designer, manufacturer and marketer of networking and specialty semiconductors that deliver strategic differentiation to customers in over 100 countries. With the in-house capacity to design, fabricate and market sophisticated integrated circuitry, Mitel Semiconductor provides products to customers that develop solutions for end users in the communications and medical markets. The 2000 Champ Car season marks Mitel Semiconductor's second in partnership with PPI Motorsports.

www.mitelsemi.com

Key Partners

**Toyota
Motorsports**



While best known for its production vehicles, including the Toyota Camry – America's #1 selling car for the past three years – Toyota also boasts a great racing heritage in the United States. Currently in its fifth season of Champ Car racing, Toyota has been a part of the American racing scene since 1982. The manufacturer has earned numerous championships in off-road racing with PPI Motorsports, as well as registering six IMSA titles and five overall victories in the Pikes Peak International Hill Climb. Toyota also is a sponsor of eight Champ Car events, including the title sponsorship at the Toyota Grand Prix of Long Beach, as well as providing engine and sponsorship support to the Toyota Atlantic Championship.

www.toyotamotorsports.com

**Toyota Racing Development,
U.S.A. (TRD)**



A subsidiary of Toyota Motor Sales, U.S.A., TRD U.S.A. serves in a dual capacity as the North American racing arm for design, development and assembly of Toyota's factory racing engines, and as the source of high-performance aftermarket products for Toyota vehicles – for both street performance and grassroots racing. From the race-track to the aftermarket product segment, TRD U.S.A., Inc. plays a key role in providing Toyota with an enhanced performance image.

www.trdusa.com

Additional Sponsors and Suppliers

**Firestone Tires
Snap-On Tools
Lincoln Electric
PPG Industries
Eibach Springs
SafariLand**

**Haas CNC
Denso Sales California, Inc.
Safety Kleen Corporation
MOMO Corse Products
Earl's Performance Products
Mechanix Wear**



Andrew
BORDIN

Daniel
WHELDON

2000 Toyota Atlantic Schedule

DATE	EVENT TITLE & LOCATION	WITH
March 25-26	Marlboro Grand Prix of Miami Presented by Toyota (double-header) Homestead-Miami Speedway, Homestead, Fla.	CART FedEx
April 15	Toyota Grand Prix of Long Beach Streets of Long Beach, Calif.	CART FedEx
June 3	Milwaukee Mile 225 The Milwaukee Mile, West Allis, Wis.	CART FedEx
June 17	Canadian Grand Prix Circuit Gilles Villeneuve, Montreal, Que.	Formula One
July 2	Medic Drug Grand Prix of Cleveland Presented by Firststar Burke Lakefront Airport, Cleveland, Ohio	CART FedEx
July 16	Molson Indy Toronto Canadian National Exhibition Place, Toronto, Ontario, Canada	CART FedEx
July 30	Grand Prix de Trois-Rivieres Streets of Trois-Rivieres, Que.	The Feature
Aug. 20	Road America 220 Road America, Elkhart Lake, Wis.	CART FedEx
Sept. 9	Honda Grand Prix of Monterey Featuring the Shell 300 Laguna Seca Raceway, Monterey, Calif.	CART FedEx
Sept. 17	Motorola 300 Gateway International Raceway, Madison, Ill.	CART FedEx
Oct. 1	Texaco/Havoline Grand Prix of Houston Streets of Houston, Texas	CART FedEx



Atlantic Team

PPI Motorsports 2000 CART Toyota Atlantic Championship Series



In 1997, PPI Motorsports expanded its open-wheel operations with the addition of a complementary two-car Toyota Atlantic effort. Team owner Cal Wells III had high expectations from the very beginning, setting a team goal of winning the series championship in just three years. Mission accomplished: nine victories and seventy-one race starts later, driver Anthony Lazzaro claimed the KOOL/Toyota Atlantic Championship in 1999.

Starting from scratch, the 1997 season proved to be a year of learning and development. Getting the team off the ground was no small effort, but the hard work paid off when, halfway through the season, full-time driver Jeret Schroeder earned third and landed on the podium at Mid-Ohio. PPIM also fielded entries for Chris Smith, who made seven starts with a best finish of seventh at Trois-Rivieres, and Leo Parente, who made five starts with a best finish of eighth in Milwaukee.

In 1998, the PPIM Atlantic team became one of the first in the paddock to develop and compete with the new Swift chassis – the machine that would later become the spec chassis for the entire series. Veteran Anthony Lazzaro brought home three wins and two pole positions in his first full Atlantic season to finish eighth in series standings for PPIM. Masaoki Nagashima made eight starts with the PPIM team, and Jeff Shafer finished the season with a pole in Vancouver and an impressive fourth at Road America.

PPI Motorsports claimed the championship in 1999 after winning six of twelve events in a highly competitive season. Lazzaro returned to claim four wins, five pole positions and a total of nine podium appearances to capture the series title. PPIM newcomer and 1998 Atlantic Rookie of the Year Andrew Bordin finished third in the championship with two victories and his first career pole position. The PPIM team completed the entire race season without a mechanical failure, and driver Anthony Lazzaro completed every race lap throughout the season.

PPI Motorsports defends its title in 2000. Andrew Bordin, a championship favorite, returns in the #1 MCI WorldCom Swift. He is joined by 1999 U.S. Formula Ford 2000 champion and Atlantic rookie Dan Wheldon in the #3 Jayhard Swift.



Andrew Bordin

PPI Motorsports

2000 CART Toyota Atlantic
Championship Series



PPI Atlantic Driver Profile

Andrew Bordin

#1 MCI WorldCom/Swift

Biographical Information

Full Name	Andrew Bordin
Nickname	Curly
Birthdate	June 2, 1976
Height	5'11"
Weight	159 lbs.
Birthplace	Etobicoke, Ontario, Canada
Residence	Toronto, Ontario, Canada

Background

Joining PPI Motorsports for the 1999 season, Andrew Bordin claimed two victories, five podium finishes and his first career pole position en route to an impressive third place in the 1999 Toyota Atlantic Championship. Earning Rookie of the Year honors with B.D.J.S. Racing in 1998, Bordin also won his first Atlantic race in his native Canada on the Vancouver street circuit.

Prior to competing in the Toyota Atlantic series, Bordin started his own team and competed as a driver/owner in the Dayton Indy Lights Championship. The "all rookie" team competed in 9 of 13 races, with a best finish of 10th in Toronto.

Beginning his driving career in karts, Bordin clinched the 100cc Division title in 1994. He then turned his attention to open wheel racing and competed in the Canadian Formula Ford Championship, where he earned Rookie of the Year Honors. In 1996, Bordin formed a team and competed in the U.S. Formula Ford 2000 National Series Championship and earned an impressive third in the series standings.

Toyota Atlantic Highlights

In his first year of Atlantic competition (1998), Bordin finished second in series standings and was named KOOL/Toyota Atlantic Championship Rookie of the Year. He claimed his first career victory at Vancouver, earned a total of four podium finishes and nine top-five finishes, and posted the fastest race lap at Road America.

In 1999, Bordin brought home a strong third in points for PPI after a consistent season-long run. He earned his first pole position at the inaugural Atlantic race on the Chicago oval and tallied up two wins (Elkart Lake and Houston), five podiums, seven top-five finishes and four front-row starts.

Competition History

1999	KOOL/Toyota Atlantic Championship
1998	KOOL/Toyota Atlantic Championship
1997	PPG/Firestone Indy Lights Championship
1996	U.S. Formula Ford 2000 Championship
1995	Canadian Formula Ford 1600 Championship
1994	Formula Vee (1200cc); World Karting Association Championship
1993	Canadian Formula A Karting Championship; World Karting Association Championship

Andrew Up Close and Personal

Best Part of Being a Driver: "Working with people who are as committed as I am to achieving our goals."

How Did You Start Racing? "I developed an unshakable 'need for speed' when I drove a go-kart for the first time at age five."

Favorite Saying: "Danger."

Philosophy on Life: "Stick to your guns."

Andrew Bordin – Career Record:

Atlantic Season: 3
Points Standings: 3 (1999); 2 (1998)
Career Pole Positions: 1 (Elkhart Lake, 1999)
Career Wins: 3 (Vancouver, 1998; Elkhart Lake, 1999; Houston, 1999)

1999 Competition Record

KOOL / Toyota Atlantic Championship #24 PPI Swift

Date	Event	S / F	Laps Complete	Laps Led	Best Pos.	Status	Points Earned	Total Points	Series Rank
4/17	Long Beach	4 / 22	19 / 37	4	1	Contact	0	0	22
5/1	Nazareth	4 / 3	60 / 60	0	2	Running	14	14	7
5/28	St. Louis	2 / 7	50 / 50	0	2	Running	6	20	6
6/5	Milwaukee	4 / 19	0 / 50	0	4	Contact	0	20	10
6/12	Montreal	4 / 15	26 / 27	0	4	Running	0	20	10
7/11	Road America	2 / 1	17 / 17	9	1	Running	21	41	7
8/1	Trois-Rivieres	8 / 5	45 / 45	0	5	Running	10	51	5
8/15	Mid-Ohio	2 / 4	30 / 30	0	3	Running	12	63	5
8/21	Chicago	1 / 6	60 / 60	46	1	Running	10	73	5
9/4-5	Vancouver	8 / 3	33 / 33	7	1	Running	14	87	5
9/11	Laguna Seca	3 / 3	30 / 30	0	3	Running	14	101	5
9/26	Houston	3 / 1	43 / 43	1	1	Running	20	121	3



Daniel Wheldon

PPI Motorsports

2000 CART Toyota Atlantic
Championship Series



PPIM Atlantic Driver Profile

Daniel Wheldon
#3 Jayhard Swift

Biographical Information

Full Name: Daniel Clive Wheldon
Birthdate: June 22, 1978
Height: 5'8"
Weight: 138
Birthplace: Buckinghamshire, England
Residence: Newport Beach, California

Background

Dan Wheldon, a rookie in the 1999 U.S. Formula Ford 2000 series, claimed six wins, eleven podium finishes and five pole positions en route to clinching the 1999 championship title. Wheldon's phenomenal '99 season also marked his oval debut, in which he took home two first and three second place finishes to secure the U.S. Formula Ford 2000 Oval Crown.

After eight record-setting years on the British and international karting circuits, Wheldon made the transition to single-seaters in the 1996 British Formula Vauxhall Junior Championship. Wheldon completed his rookie season with three victories and was named a finalist for the prestigious McLaren/Autosport Young Driver of the Year Award.

Wheldon advanced to Formula Ford in 1997, where he earned seven wins and another McLaren/Autosport Young Driver of the Year nomination through two seasons of competition.

Career Experience

U.S. Formula Ford 2000, British Formula Ford, Formula Vauxhall, Formula Junior Vauxhall, International Karting Championship, British Kart/British Junior Kart Championships

Championships

U.S. Formula Ford 2000 (1999)
Ayrton Senna Memorial World Championship (1995)
British Junior Kart Championships (1988, 1989, 1990 and 1993)

Notable Wins/Honors

Only driver to win every round of the British Junior Kart Championship (1989)
CIK/FIA Ayrton Senna Memorial World Kart Cup (1997)
McLaren Autosport Young Driver of the Year finalist (1996 and 1997)

Daniel Up Close and Personal

Philosophy On Life: "The more you put into life, the more you'll get out of it."

Best Part of Being a Driver: "The pure intensity and adrenaline rush of being in stiff competition."

Greatest Childhood Memory: "Winning every round of the British Junior Kart Championship (1993) when I was 11 years old, a record that still stands."

Hobbies: "Spending time in the gym, running, jet-skiing, shopping and spending time with my close friends."

Daniel Wheldon – Career Record:

U.S. FF2000 Season: Champion, Oval Crown Champion, Rookie of the Year Honors
Points Standing: 1
Career Pole Positions: 5
Career Wins: 6 (Charlotte, Bowmanville, Mid-Ohio x2, Pike Peak, Sebring x2)

1999 Competition Record

U.S. Formula Ford 2000 Championship

Date	Event	S / F	Laps Complete	Status	Points Earned	Total Points	Series Rank
3/28	Phoenix	4/2	50/50	Running	27	27	1
4/30	Charlotte	1/1	30/30	Running	32	59	1
5/1	Charlotte	2/2	30/30	Running	27	86	1
5/22	Bowmanville	3/24	20/20	Spun	1	87	1
5/23	Bowmanville	2/1	20/20	Running	32	119	1
6/5	Mid-Ohio	2/1	22/22	Running	32	151	1
6/17	Atlanta (M.S.)	2/2	18/18	Running	27	178	1
7/24	Road Atlanta	3/26	12/20	Electrical	1	179	1
7/25	Road Atlanta	4/24	4/20	Engine	1	180	1
8/1	Trois-Rivieres	2/3	30/30	Running	22	202	1
8/14	Mid-Ohio	1/2	22/22	Running	27	229	1
8/29	Pikes Peak	1/1	50/50	Running	32	261	1
10/16	Sebring	1/1	15/15	Running	32	293	1
10/17	Sebring	1/1	15/15	Running	32	325	1



PPI Motorsports Atlantic Team

Nick Harvey

Project Manager

Since joining PPIM in 1997, Nick Harvey has been a guiding influence on the team's nine victories in just three years of competition. As manager for the two-car effort, Harvey has molded the team into a tight, turnkey, championship-winning organization. In addition to his management responsibilities, Harvey fulfills race engineer duties on event weekends. In 1999, he helped guide Andrew Bordin to a respective third in the championship point standings. This year, Harvey will again do double-duty as team manager and race engineer for rookie Dan Wheldon.

Prior to joining PPI Motorsports, Harvey worked as a freelance driver coach, crew chief and trackside engineer for several Atlantic teams. Harvey also spent several years as a performance driving instructor and test driver for Skip Barber Racing School in Sonoma, California, after pursuing his own racing career in karting, endurance racing, road racing, and motorcycling. Harvey currently resides in Rancho Santa Margarita, California.

Kyle Brannan

Project Engineer

Kyle Brannan joined the PPI Motorsports Atlantic team in January 1999. Drawing on years of open-wheel engineering experience, Brannan spent his rookie Atlantic season as race engineer for Anthony Lazzaro, and led him to win the 1999 Atlantic Championship title. This season, Brannan continues his role as race engineer for Andrew Bordin while also managing the team's overall engineering program.

Brannan joined PPI Motorsports from All American Racers, where he was the youngest race engineer in CART at age 29 for driver Alex Barron. Brannan also worked as assistant CART race engineer for Andre Ribiero at Tasman Motorsports before joining the Lucas Place Motorsports Indy Lights team as race engineer in 1997. A mechanical engineer by degree from California State University, Sacramento, Brannan currently resides in Rancho Santa Margarita, California.

Michael Harvey

Assistant Team Manager/Crew Chief

Michael Harvey joined PPI Motorsports as crew chief for the Atlantic team in February 1998. His primary responsibility is the management of both crews as they prepare the two-car effort for competition. In 1999, Harvey earned series Crew Chief of the Year honors following a championship year in which both PPIM cars completed the entire season without mechanical failure. This season, Harvey continues his role as crew chief and takes on additional organizational responsibilities as the team's assistant manager.

Harvey came to PPIM from the PacWest Touring Car Group, where he was crew chief on their title-winning North American Touring Car Championship team. His touring car experience includes work with the Williams Touring Car Engineering, Renault Dealer Racing and Prodrive teams in his native England in addition to a role with the Leyton House Formula One test team. Harvey currently resides in Rancho Santa Margarita, California, with his wife Joanna and their children, Ben and Sophie.

Toyota Atlantic Car Specifications

Engine

Type:	Toyota 4A-GE, 4 cylinder
Engine Management:	TRD/Pectel
Displacement:	1.6 Liters
Valve Train:	Double overhead camshaft, four valves per cylinder
Crankshaft:	Forged steel alloy
Piston:	Forged aluminum alloy
Connecting Rods:	Forged steel alloy
Transmission/Gearbox:	Hewland 5 speed sequential
Ignition:	Denso CDI system
Horsepower:	240 HP

Chassis

Type:	Swift 008A
Body Construction:	Carbon fiber/honeycomb
Front/Rear Suspension:	Double wishbone
Sway Bars:	Front/rear sway bars, adjustable from the cockpit
Weight:	1,265 pounds
Length Overall:	167 inches
Width Cockpit:	77 inches
Wheelbase:	104 inches
Weight Distribution:	40/60
Fuel Capacity:	14 U.S. gallons
Steering Type:	Rack and pinion
Steering Wheel:	MOMO Corse Products
Instruments:	PI Intelligent Instrumentation
Data Acquisition:	PI Intelligent Instrumentation

General

Tools:	Snap-On
Brakes:	Alcon vented rotors Brembo four piston calipers
Brake Pads:	Performance Friction
Tires:	Yokohama Racing Radials
Wheels:	BBS forged magnesium
Fuel:	VP CS-P high octane
Paint:	PPG Industries



PPIM 1999 KOOL/Toyota Atlantic Season Highlights

The 1999 season was a record-setting one for the PPI Motorsports Atlantic team as drivers Anthony Lazzaro and Andrew Bordin clinched first and third in the Toyota Atlantic Championship, respectively, to bring home PPIM's first open-wheel championship. Lazzaro and Bordin captured a PPIM record six wins, six poles and eighteen top-five finishes combined.

April

Both PPIM drivers Anthony Lazzaro and Andrew Bordin qualify on the second row, third and fourth respectively, for the Long Beach Grand Prix. Lazzaro finishes second to earn sixteen valuable points toward the championship at PPIM's home race.

May

Lazzaro takes a pole-to-pole victory at Nazareth in just the second event of the season, jumping into a points lead that he maintains throughout the remainder of the season. Both Lazzaro and Bordin make their first tandem appearance on the podium with Bordin's third-place showing.

Just two weeks later in St. Louis, PPIM sweeps the front row in qualifying, with Lazzaro first and Bordin second. Lazzaro goes on to claim another pole-to-pole victory.

June

Lazzaro sets a new track record with a lap timed at 25.179 seconds en route to clinching the pole at the Milwaukee Mile.

July

Bordin claims his first win of the season from second starting spot at Road America. Bordin leads all but nine laps of the grueling road course event.

August

Lazzaro sets a new track record and earns his third season win from pole position in the historic Grand Prix de Trois-Rivieres.

Bordin earns the first pole position of his career at the inaugural Target Grand Prix of Chicago and moves into fifth position in series standings.

September

Lazzaro clinches the 1999 KOOL/Toyota Atlantic Championship title at Laguna Seca, where he claims his fourth pole-to-pole victory of the season. Bordin finishes a strong third, just eleven points shy of third spot in series standings.

In Houston, Bordin follows Lazzaro's lead to a win in the series season finale. Bordin's win claimed third position on the series points chart and brought home a one-three championship finish for the duo.



PPI Motorsports Partners
CART Toyota Atlantic Team

#1 MCI WorldCom Swift

Driver: Andrew Bordin



MCI WorldCom

Operating in more than 65 countries, MCI WorldCom is a premier provider of facilities-based and fully integrated local, long distance, international and Internet services. MCI WorldCom combines financial strength and a depth of resources to pursue the industry's best growth opportunities with an advanced global network built for the data-intensive era of communications.

www.mciracing.com

Thyssen

Thyssen is a global manufacturing interest involved in worldwide steel, automotive, engineering, materials and industrial sectors. Headquartered in Germany, Thyssen is dedicated to developing innovative technological solutions in industrial design and manufacturing.



www.thyssenkrupp.com

Millennium Data Systems

Based in Canada, Millennium Data Systems provides complete computing solutions that are viable and cost-effective to its corporate and government clientele.



www.millenniumdata.com

TeamPlayers.ca

TeamPlayers.ca is the symbol for the Player's Driver Development program. Based in Canada, the program helps aspiring Canadian drivers progress through careers in open-wheel racing.

www.teamplayers.ca

#3 Jayhard Swift

Driver: Dan Wheldon



Jayhard

Jayhard, based in England with facilities throughout the United Kingdom, is a national plumbing supply company that provides plumbing products to the private and commercial sectors.

www.jayhard.co.uk

BG Products

BG Products, Inc. manufactures and distributes a broad line of specialty lubricants, greases and chemicals throughout the United States, Canada, Europe, the Middle East, Asia and Far East. BG products are distributed through a network of independent distributors.



www.bgprod.com

Toyota T-TEN

Founded in 1986, the Toyota Technical Education Network (T-TEN) is a partnership between Toyota, educational leaders and Toyota dealers that gives students the unique opportunity to learn Toyota-specific aspects of auto repair while completing their post-secondary education. Over 2,000 students have graduated from this program to date.



www.t-ten.com



Information

Features

Results

Champ Cars

Busch Series

Bios



News



Stats

Winston Cup

Off-Road



Schedules



Atlantic Series

Press Releases

Photo Galleries



www.ppi-racing.com